



Freeway Cap Best Practices & SR 94 Cap Park Study

Open House Meeting

Overview of Tonight's Open House

Freeway Cap Best Practices and SR 94 Cap Park Study

1. Study Process Review

2. Design Review:

- Summary of community input
- Refined concept

3. Cost Estimates

4. Next Steps:

- Case studies
- Funding options

Study Process

Freeway Cap Best Practices and SR 94 Cap Park Study

Spring 2015

Meeting 1

Stakeholder Interviews

- Goals & Objectives
- Issues/ Opportunities

Meeting 2

Kick Off

- Introduction & Best Practices
- Goals & Objectives

Meeting 3

Site Walk

- Issues/ Opportunities
- SWG Site Walk

Summer / Fall 2015

Meeting 4

Additional Outreach

- Pop-up Events
- Online Engagement

Meeting 5

Design Meeting

- Review Concept Alternatives


Fall 2016

Meeting 6

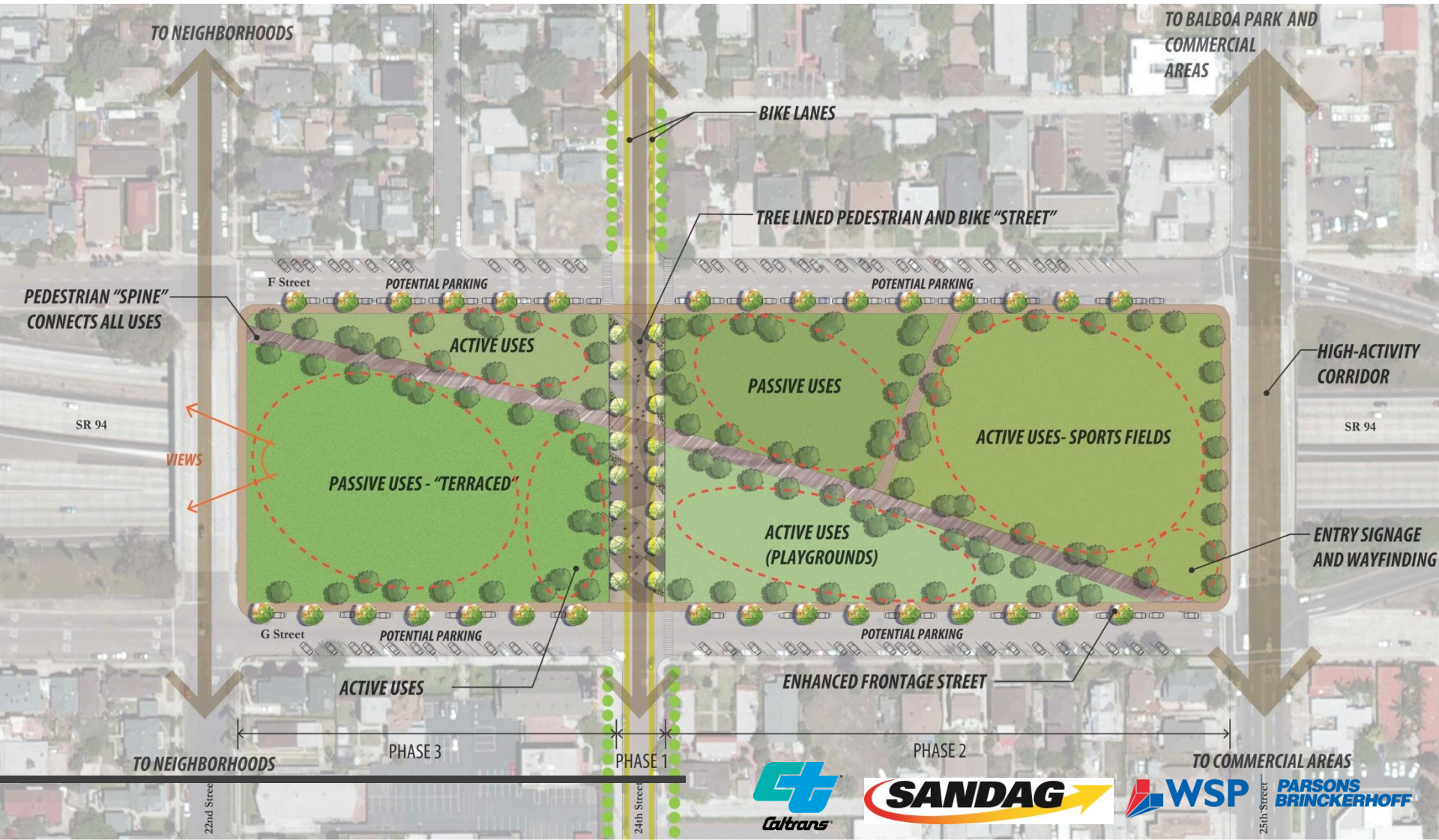
Open House

- Preferred Alternative
- Next Steps

Design Review: Initial Concepts A & B

Design Concept A

Freeway Cap Best Practices and SR 94 Cap Park Study



Design Concept B

Freeway Cap Best Practices and SR 94 Cap Park Study



Design Review: Comments Received from Public Outreach

Summary of Public Outreach

Freeway Cap Best Practices and SR 94 Cap Park Study

SR 94 CAP PARK STUDY

Summary of Public Outreach

Caltrans District 11, in coordination with SANDAG and the City of San Diego Planning Department, has engaged in a number of public outreach efforts to gain input on a proposed freeway cap park over SR 94. The purpose of this outreach was to share the proposal and potential design concepts, and gain insight about park features the public would like to see, should this park be developed in the future.



The public was engaged in a number of ways from Summer through Fall 2015

Kick-off workshop – 35 people

Hispanic Heritage Festival – 48 people

Golden Hill Farmers Market #1 – 23 people

Golden Hill Farmers Market #2 – 28 people

Dia de los Muertos Festival – 41 people

Project website – 363 people

Social media – 90 people

Caltrans San Diego

The first meeting for the SR-94 Cap Park Study is on Wed June 17 from 6-8 pm at the Sherman Heights Community Center. bit.ly/sdfreewaycapst...

Keep it simple, with event space and lots of open space.

I want the park to stay true to the culture and historic character of Sherman Heights and Golden Hill.

Community Priorities



Open space/lawn



Benches/picnic area



Free Wifi



Shade trees/structures



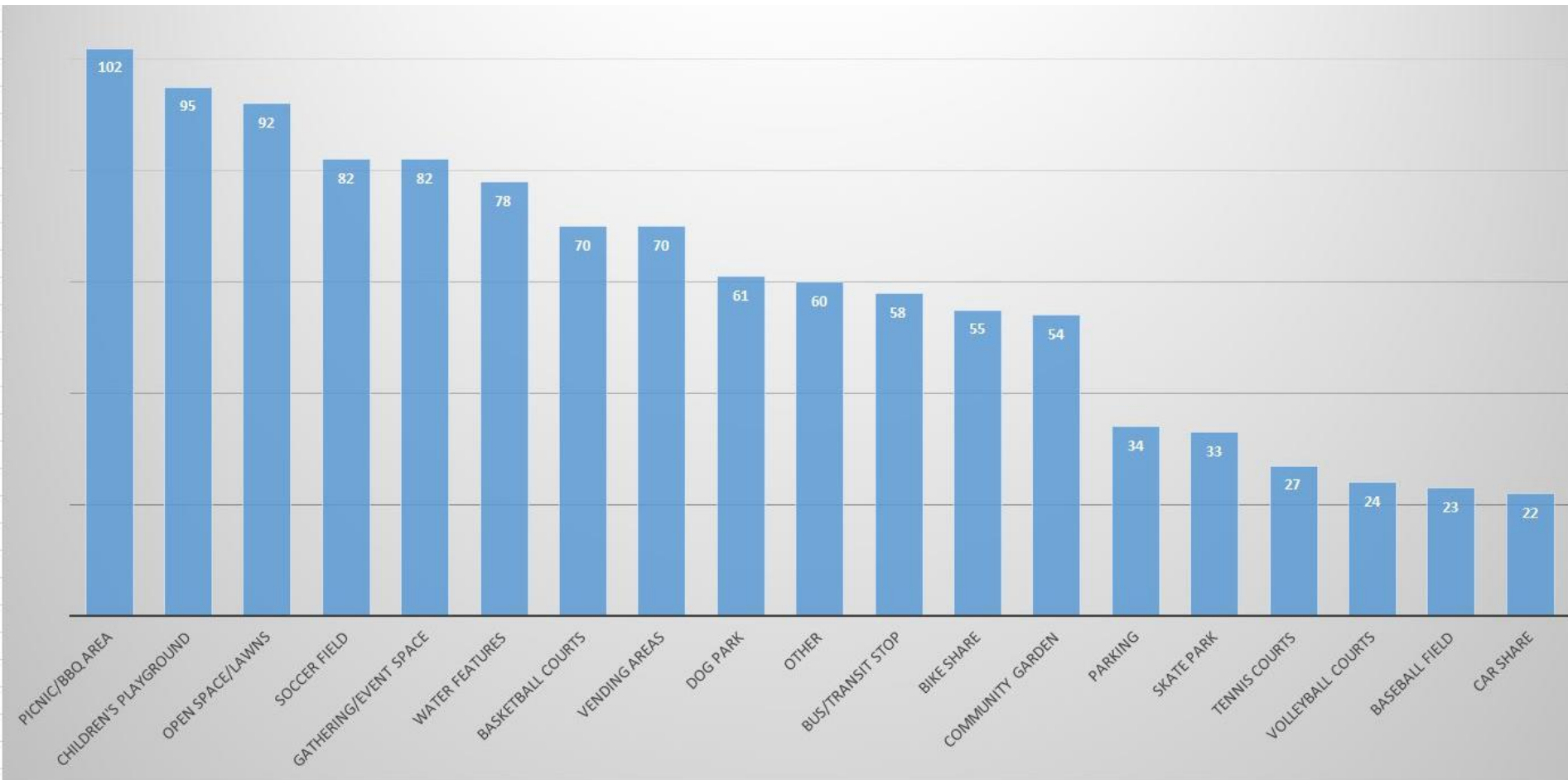
Community event space



Security

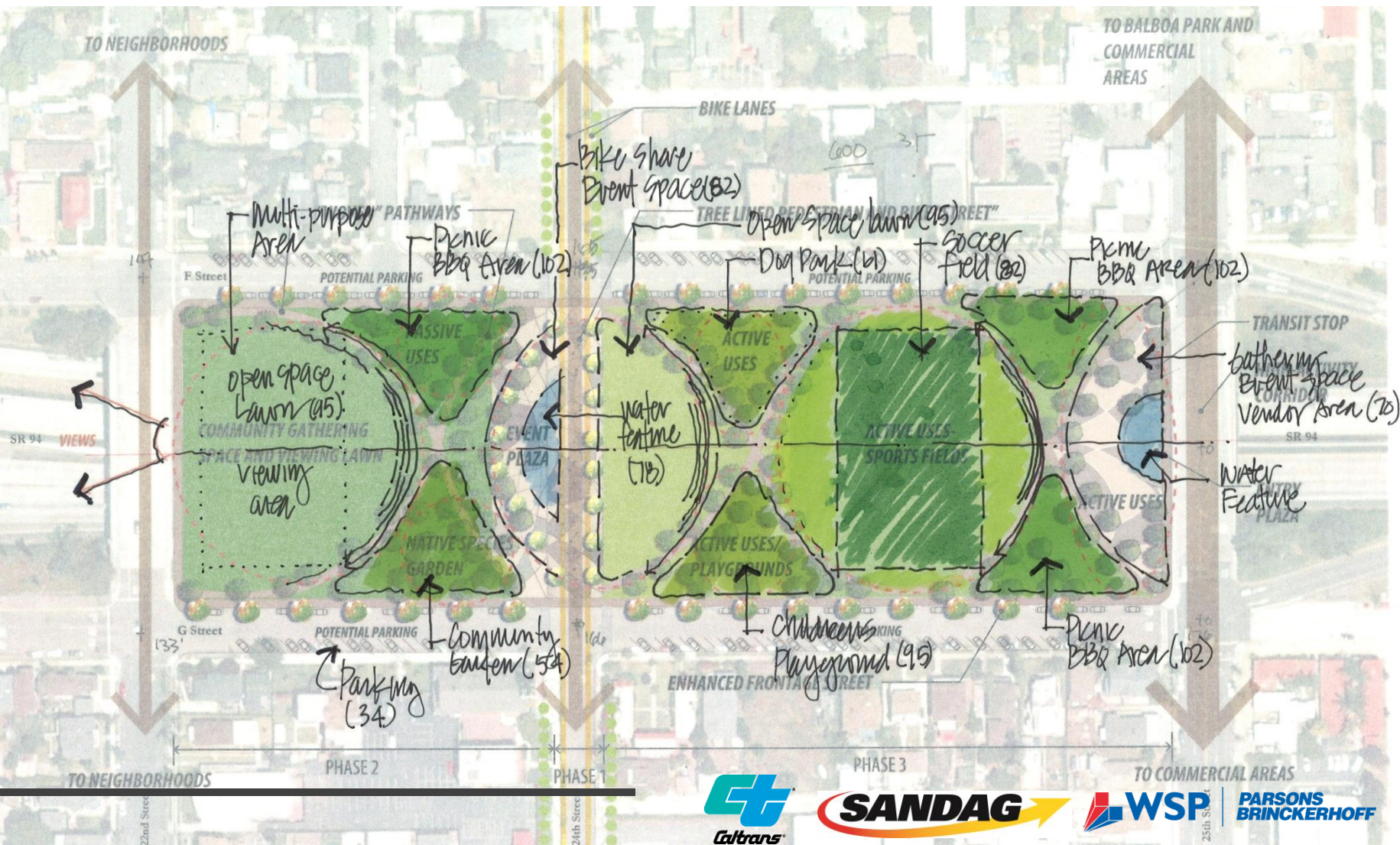
Detailed Amenity Preferences

Freeway Cap Best Practices and SR 94 Cap Park Study



Refined Concept

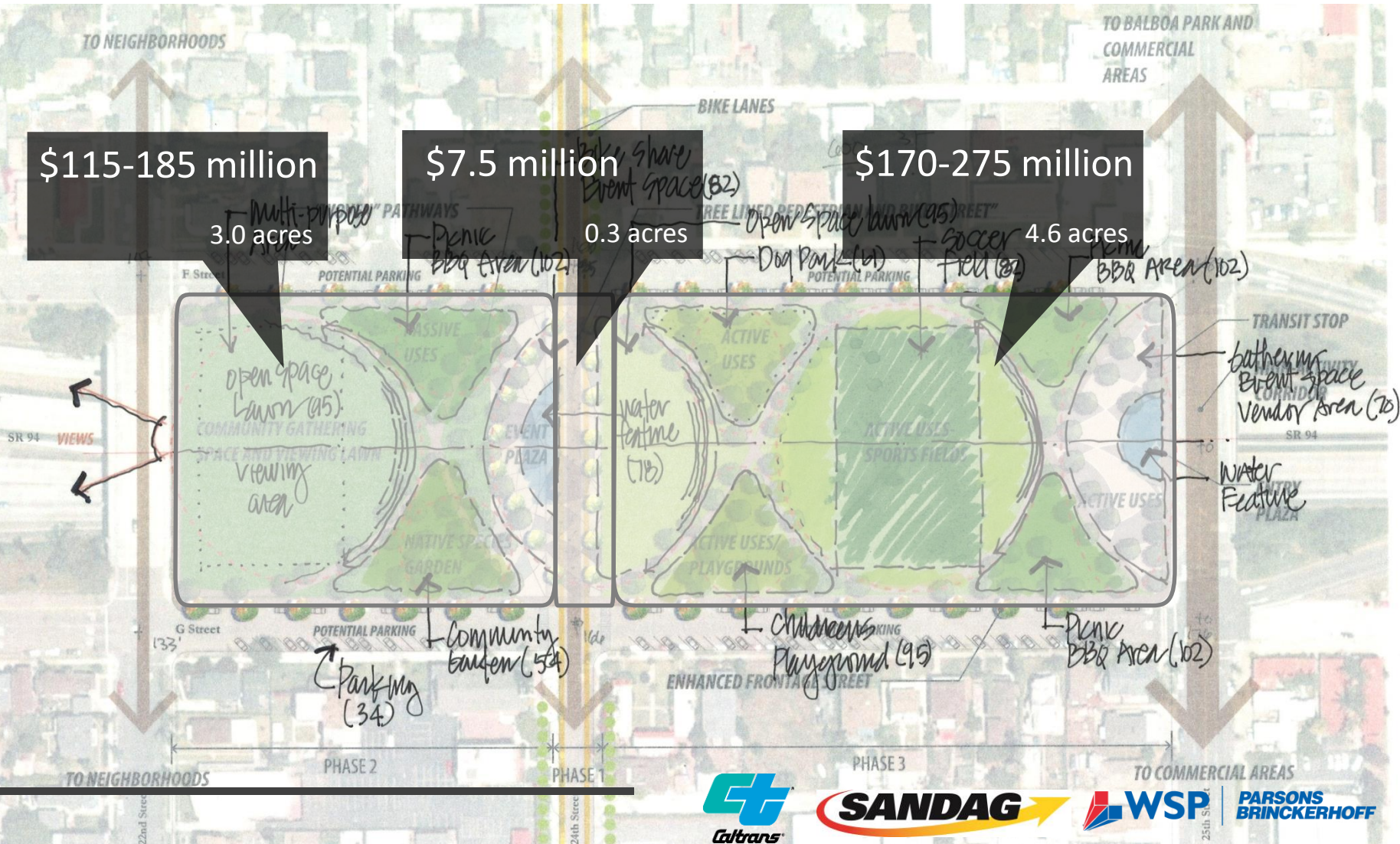
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Cost Estimates

Cost Estimates

Freeway Cap Best Practices and SR 94 Cap Park Study



Cost Estimates

Freeway Cap Best Practices and SR 94 Cap Park Study

	West Cap (22 nd – 24 th St)	24 th St	East Cap (24 th – 25 th St)	Full Cap (22 nd – 25 th St)
Construction	\$75 - \$120 million	\$5 million	\$110 - \$175 million	\$190 - \$305 million
Planning, Design & Support	\$40 - \$65 million	\$2.5 million	\$60 - \$100 million	\$110 - \$165 million
Total Project Cost	\$115 - \$185 million	\$7.5 million	\$170 - \$275 million	\$300 - \$470 million
<i>Park Acreage</i>	<i>3.0 acres</i>	<i>0.3 acres</i>	<i>4.6 acres</i>	<i>7.9 acres</i>

- *Average Construction Cost per Acre:* \$25 - \$40 million est.
- *Average Total Cost per Acre:* \$37 - \$60 million est.

**Excludes 24th St*



Next Steps

Next Steps

Freeway Cap Best Practices and SR 94 Cap Park Study

- Best Practices Guide
- 3 Case Studies
- Funding Options

Presidio Parkway/Doyle Drive (San Francisco)

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- Cost: Construction \$460m. Total \$856m.
- Size: 10+ acres (Construction: \$46m+/acre est.)

Presidio Parkway/Doyle Drive (San Francisco)

Freeway Cap Best Practices and SR 94 Cap Park Study

- Funding Sources

Federal Government (Grants; Stimulus funds)	\$209 million
State of California (Highway funds)	\$387 million
Metropolitan Transportation Commission (Bridge tolls; Air quality funds)	\$114 million
Golden Gate Bridge Highway & Transportation District	\$75 million
San Francisco County (Prop K sales tax)	\$66 million
Marin & Sonoma Counties	\$5 million
<i>Private investment consisted of financing from the concessionaire as well as private activity bonds.</i>	
Total Project Cost	\$856 million

I-5 Riverfront Reconnection (Sacramento)

Freeway Cap Best Practices and SR 94 Cap Park Study



- Cost: Construction \$243m. Total \$300m. (Total for 2 phases)
- Size: 3.8 acres (Construction: \$64m/acre est.)

I-5 Riverfront Reconnection (Sacramento)

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- Phase 1: New & expanded bridges (\$62m)
 - Opened 2 weeks ago
 - Combination of local, state & federal funding
- Phase 2: Full cap (\$300m)
 - Deferred due to cost
- Design through collaboration of 11 stakeholder groups & public

Space 134 (Glendale)

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- Cost (Phase 1): Construction \$140m. Total not yet estimated.
- Size: 4.75 acres (Construction: \$29m/acre est.)

Funding Options

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- Local/Regional Funding Sources
 - *Example: Mid-City Transit Gateway Project; Freeway Park (Seattle)*
- State/Federal Grants
 - *Example: Mid-City Transit Gateway Project; Presidio Parkway (SF)*
- Transportation Project Feature/Enhancement
 - *Example: Teralta Park/I-15 Mid-City Completion Project*
- Public-Private Partnership (P3)
 - *Example: Klyde Warren Park (Dallas); Presidio Parkway (SF)*

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Thank you

For more information please contact:

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Or visit the website:

bit.ly/sdfreewaycapstudy

